

**Residential Parking Zone
Policy Review Project
Draft Final Report**

Appendix B: Best Practices

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**Prepared for
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Table of Contents

Introduction.....	1
Parking Management.....	2
Who can park: Managing street space through permits.....	2
Overview: Who is eligible for a permit.....	2
Guests: When are visitors allowed to park.....	5
Permit Exceptions – Related to Resident	7
Permit Exceptions – Not Related to Resident	8
Students	9
Other approaches to parking eligibility	11
When and where: Managing street space with restrictions	12
Zone parking restrictions for non-permit holders	12
Parking Fees, Fines and Fraud	14
Permit Fees – Managing parking through pricing	14
Parking Fines	16
Permit Fraud.....	16
Business Practices	18
Issuing permits.....	18
Issuing Permits – Proving Eligibility	18
Issuing Permits – Application and Renewal.....	19
Establishing Residential Parking Zones	21
ARLINGTON COUNTY, VIRGINIA – RPZ Summary	25
AUSTIN, TEXAS – RPZ Summary.....	28
BERKELEY, CALIFORNIA – RPZ Summary	31
BOULDER, COLORADO – RPZ Summary	33
CHICAGO, ILLINOIS – RPZ Summary.....	35
DENVER, COLORADO – RPZ Summary	36
MELBOURNE, AUSTRALIA – RPZ Summary	37
PORTLAND, OREGON – RPZ Summary	39
SAN FRANCISCO, CALIFORNIA – RPZ Summary	42
SYDNEY – RPZ Summary.....	44
TORONTO – RPZ Summary	46
VANCOUVER – RPZ Summary	47
WASHINGTON, DC – RPZ Summary	49

Introduction

Purpose

This report is a reference document. It is primarily a **compendium of facts** collected about restricted parking programs in other cities in Washington state, other U.S. states, and in other countries.

Restricted parking programs in the United States are presumed to fall within the guidelines of the 1977 U.S. Supreme Court decision upholding residential parking zones, and so provide a particularly useful guide for Seattle with regards to what is legally possible.

In looking at programs around the United States there is considerable uniformity of approach, although details vary from city to city. In conducting this research the project team has focused on cities that do things in unusual or different ways, so as to get the broadest possible understanding of what works and what doesn't, and why.

Programs in Canada and Australia have also been included. While some may include elements that wouldn't fly in the U.S., they offer a wider look at different ways cities have tackled the problems of residential parking.

Organization

The report is organized, first, around the major issues that emerged early in this project as key to developing a policy framework for Seattle's RPZ program. These include issues associated with the practical design of how RPZs are implemented, operated, and enforced.

The appendix contains a city by city summary of other programs, along with, examples of legal documents, application forms, websites and so on, where they provide useful examples of other cities' operations.

Research Methods

Information was gleaned, first, from documents available on-line at the websites of various cities that operate some form of residential parking program. Cities were chosen based on: availability of documentation in English; their differences from each other so as to collect information about as broad a range of approaches as possible; and the available depth of on-line resources to serve as a starting point.

Following the web research, individuals in the various cities were contacted by phone and email to further explore the history and policy framework of their parking programs, the problems they face, their successes and failures, and public opinion about the programs.

Parking Management

Who can park: Managing street space through permits

In the Seattle Municipal Code, the 'R' in 'RPZ' stands for 'Restricted', not 'Residential' but the program is broadly understood as a tool to allow residents to park near their homes. Cities vary greatly in who is considered eligible to park in an RPZ, ranging from one permit (or fewer) per residential household, to including people who commute to work in the zone and, in some cities, allowing an almost unlimited number of visitors.

Overview: Who is eligible for a permit

Seattle's Approach **Residents, home health aides, contractors, building owners and managers.** Only in one zone in Seattle, Montlake, where parking is controlled on Husky game days, are **business owners** allowed permits. Residential permit holders are also permitted one guest permit, which is good all the time and can be transferred from vehicle to vehicle. How other cities handle guest permits is discussed separately below.

What other cities do

Least restrictive

Portland	Employees of a business. Up to 0.5 or 0.75 permits per full time equivalent, except in one zone where it's unlimited.
San Francisco	Carpools and vanpools.
San Francisco Berkeley	Teachers. Ten per school in San Francisco, a negotiated number in Berkeley.
San Francisco	Contractors. May apply for permit on their own, not tied to work at a particular residence.
Boulder	Non-resident commuters.
Boulder	Employees of a business. Up to 3 per business, no questions asked, larger businesses may apply for more.
San Francisco	Business. 1 per business, plus up to 3 for delivery vehicles.
Berkeley	Business. 1 per business to park only in their block, for a commercial vehicle used in the conduct of business, in commercial zones only.

Washington DC	NOT Babysitters and household help. They “should make other parking arrangements or take public transportation.”
Many cities	Contractors. When working on a permit holder’s home.
Most cities	In home health aides and nurses.
Boston	Residents only, multiple permits.
Sydney	Residents only, limited to 1 per household, or 1 per address.
Sydney	Residents who don’t have off-street parking.
Toronto	Waiting list. Residents only and only as many permits as there on on-street spaces, with a waiting list for everyone else.
Most restrictive	

Permit Eligibility Highlights

Determining who can have a parking permit is the first and most direct tool a city can use to address the supply/demand mismatch that gives rise to most residential parking programs. The choices often reflect a balance between the desires of residents to park their cars near their homes and the needs of others who travel to the neighborhood to work, study, or do business there.

Toronto, Canada – Get on the Waiting List

Toronto takes an approach not unearthed anywhere else, which is issuing on-street spaces on a first-come, first-served basis. When the streets are ‘full’ the parking program is closed, even to visitors. When a space opens up, the next person on the waiting list gets the much coveted permit.

Sydney, Australia – If you have off-street parking, use it; if you don’t have it maybe you should create it.

Sydney has what it calls “the MINUS rule.” In most of the city the maximum number of permits per household is two, though in the most congested zones it is one. The MINUS rule then subtracts from that one or two permits the number of on-site parking spaces available, *“or which may reasonably be provided to the household.”* ‘Reasonably provided’ means that if there is room on the property to create a parking space, even if there isn’t one there now, that potential space will be subtracted from the allowable permit(s). For residents who have an off-street parking space that is not large enough for their vehicle, the city suggests they get a smaller car.

San Francisco, California – Permits for Teachers

In San Francisco, the lack of parking for teachers at neighborhood schools has led to creative thinking about solutions. Schools are dispersed in residential neighborhoods with limited or no off-street commercial parking, and one- or two-hour controlled curb parking except for residential permit holders. The city sells each school ten residential parking permits to be shared out

between about 30 to 80 staff. For example, at Buena Vista Elementary 30 staff share the ten permits and those without must leave their classrooms once an hour to move their cars. The one off-street garage charges a total of \$2,160 for 180 school days of parking. At Roosevelt Middle School, where on-street parking is signed for two hours, 70 staff compete for the ten permits.

Teachers at West Portal Elementary have proposed a solution that combines market incentives with an appeal to please-be-a-good-neighbor-to-your-local-teacher. They want the city to make it legal for them to buy unused permits from area residents, each of whom is allowed up to four permits, but many of whom park in their own garages.

Madison – Feel free to buy a permit but don't expect to park

Many cities emphasize that a residential parking permit does not guarantee an on-street parking space. Madison, Wisconsin warns all potential permit buyers, in bold red text, that they are not guaranteed a parking place, and highlights six zones in particular where residents are encouraged to find off-street alternatives.

Guests: When are visitors allowed to park

Seattle's Approach **Seattle offers one guest permit to each household in an RPZ, whether or not they are permit holders.** The guest permit is a tag that hangs from the rear view mirror of a guest's vehicle, and is good all the time. People who buy a permit receive the guest permit for \$15; for others the cost is \$35. It is explicitly allowed for neighbors to share guest permits among themselves to accommodate people with multiple guests. However, it is not permitted to give away or to sell guest permits, a rule that is frequently violated. The limitation on the number of guest permits can be a problem for people having parties, particularly in zones that are enforced at night.

What other cities do

Least restrictive

Portland	120 days per year, at \$3 for 10 days. Permits come in books of ten and may be ordered three books at a time.
Melbourne	One 'set' every three months. A set is 4 one-day permits, 2 weekend permits, and 12 three-hour permits. Annual total is 600 hours guest parking. Guest permits may be 'hoarded' and don't expire. A 3-hour permit allows 5 hours of parking because you get the two free hours everyone gets before your permit takes effect.
Austin	Up to two per household, with or without permit. If need more, contact neighborhood coordinator two weeks before event.
San Francisco	Two, four, six and eight week guest permits available. Cost is \$20 for first two weeks and then \$10 for each additional two weeks.
Berkeley	Up to 20 1-day permits per year, may be purchased at any time. Up to three 14-day permits per year, which may be purchased no more than 3 weeks in advance, and must include the license number of the guest vehicle. No guest vehicles may have outstanding parking tickets.
Chicago	Up to 30 1-day passes per year, at \$5 per 15.
Vancouver	Housesitters may have permit but resident needs to show travel itinerary/plane ticket to prove they're leaving town.
Washington DC	Yes, but must apply at police station.
Denver Boston	No guests. In Denver, if you need an exception, call and ask. In Boston, no exceptions.

Most restrictive

Guest Parking Highlights

Like Seattle, a number of cities have permanent guest permits that can be moved from car to car on an ad hoc basis. Equally or more common, however, is to issue permits that can only be used once. Most cities that do the latter, generally require that the date and the visitor's license plate be written on the permit which is placed on the dash. The most restrictive is Denver, which doesn't allow guests at all, except by special appeal to the parking office. Washington DC offers guest permits but the resident has to go to the police station and apply for one, which would certainly reduce the convenience for drop-in company.

Fraudulent use of guest permits is a problem in Seattle and elsewhere. Other cities also report finding the permits for sale on-line, and report creative ways people 're-cycle' single use permits so they can use them over and over. People also create permits on their computers.

Portland, Oregon

Portland issues both annual and per-use guest permits. The single-use permit is a scratch-off ticket, similar to a lottery ticket, where the user scratches off the month and day. This prevents the permits from being re-used. Single-use guest permits come in tear-off books of ten sold for \$3 (the books cost the city just under \$3 each to procure). Residents may order up to three books at a time with a limit of 12 books per year.

In one zone where guest permits were being abused, the annual permit is good for a maximum of five uses per vehicle per month. In the past, annual guest permits were good all that time, as in Seattle, and people gave them away or sold them to commuters or others; this restriction now prevents this. Parking enforcement officers enforce this restriction 'with their eyes,' and don't find it burdensome because of the small numbers involved. Prior to the change Portland sold several hundred guest permits a year in that one zone alone; now they sell about 50.

In a second zone with fraud problems, the annual guest permit has been eliminated, and only the scratch-off permits are sold. Fraudulent use of a guest permit results in a parking infraction on the vehicle parked using the permit, and a civil penalty for the permit holder of \$150.

Permit Exceptions – Related to Resident

“Related to resident” means someone visiting or working in an RPZ-eligible resident’s home. “Not-related to residents” is everyone else, such as business owners, employees, commuters and so on. These permits are also discussed in the “Overview: Who can park” above.

Seattle’s Approach **Home health aides, contractors, building owners and managers.** Only in one zone in Seattle, Montlake, where parking is controlled on Husky game days, are **business owners** allowed permits.

What other cities do

Least restrictive

San Francisco	Caregivers. (Contractors, but they get their own permit for \$500/year, not through a resident.)
Vancouver	Disabled, but only for 3 hours.
Chicago	Home health care, with doctor’s letter.
Washington DC	NOT babysitters and household help, “make other arrangements.”
Melbourne	Doctors, but only in some zones.
Denver Perth	No one.

Most restrictive

Permit Exceptions, Related to Resident, Highlights

The number of exceptions related to residents appears to be a fairly small universe, with most cities allowing parking by home health care and contractors working in the home. In talking with staff in other cities, several mentioned that residents had guest permits available to them and so can accommodate contractors and others by allowing them the use of those permits.

Permit Exceptions – Not Related to Resident

“Not-related to resident” means people who are not visiting or working in an RPZ-eligible household, such as business owners, employees, commuters and so on. These permits are also discussed in the “Overview: Who can park” above.

Seattle’s Approach Only in one zone in Seattle, Montlake, where parking is controlled on Husky game days, are **business owners** allowed permits. Otherwise there are no exceptions for individuals not related to the primary permit-eligible household.

What other cities do

Least restrictive

Boulder	Business employees , up to three, no questions asked. “Large businesses” may apply for more. Non-resident commuters .
Portland	Business employees , one permit for every half or three-quarters full time equivalent depending on zone.
San Francisco	Businesses , one per business plus three for delivery vehicles. Carpools and vanpools , near SF General Hospital. Vanpools (7-15 people), at any one-hour meter. Teachers , ten per school (number is up to Parking and Traffic Division, this is what they allow now). Contractors , get their own permit for \$500/year, not through a resident.
Sydney	Businesses, one or two , depending on area. None if there is off-street parking, Must be commercial vehicle. None for trucks.
Berkeley	Merchants are allowed one permit for a commercial vehicle, used in the daily conduct of business, not for commuting to work. It can be parked only in the block where the business is located. Community service facilities are allowed a limited number of permits, as is the North Berkeley Senior Center .
Vancouver	Disabled, but only for 3 hours .
Melbourne	Doctors , but only in some zones.
Denver Perth	No one .

Most restrictive

Allowing commuters to park

Perhaps the most unusual or counter-intuitive element of some cities’ residential parking zones is the fact that they issue permits to commuters who work in the zones. This seems to beg the

question: If commuters can park and residents can park and hourly parking is allowed for non-permit holders, why is the residential parking zone needed at all? There appear to be two answers: students and park-and-hiders.

In Portland, Oregon, for example, employees of a college or university can get permits under the same conditions imposed on employees of any other business, but students who commute to school by car cannot. In station areas along the light rail lines, the residential parking program is effective in preventing light rail commuters from overwhelming on-street parking.

Students

Many of the cities surveyed initially created residential parking zones in response to parking problems around a college or university campus. Many of these try to limit student parking in some way, although none of the cities surveyed allocate permits based on resident's occupation.

Seattle's Approach RPZs are adjacent to the campuses of the University of Washington, Seattle University, Seattle Pacific University, and North Seattle Community College. All of these schools contribute to paying the permit fees of surrounding residents, although the arrangements and percentage shares are different for different schools. There is also a zone abutting Central Seattle Community College, but it does not participate in the RPZ program.

In the University of Washington-related zones, permits are issued annually, while in all other zones permits are issued bi-annually.

In all cases, non-resident students are permitted to obtain permits for cars registered out-of-state, and in-state students are permitted to obtain permits registered at permanent addresses outside the RPZ area where they are now living, but must show proof of their student status to do so.

Residential areas around the universities have more residential buildings in use as boarding houses (city code allows up to eight unrelated individuals to live in one household). In these areas, as throughout the city, permits are issued to any eligible applicant, regardless of the number of permits per household or building.

Student Parking Highlights

The most common approach in other cities appears to be to require students who are regular residents of the city to abide by whatever rules apply to everyone else, although some make exceptions similar to those in Seattle with regards to ownership of vehicles and allow students to get permits for out-of-area or out-of-state cars.

Berkeley, California – No permits for residents of dorms and some new apartments

In Berkeley, no students live on campus as there is no on-campus housing. Berkeley requires all vehicles to be registered at the resident's address in the zone, no exceptions. Berkeley specifically restricts certain addresses from qualifying for permits and the city keeps a list of these addresses which are checked when people first apply. The University of California dorms are off-campus and no permits may be issued to these addresses. In addition, where the city has exempted developers of some new apartment buildings from providing code-required parking, as a condition of the exemption residents of these buildings are permanently ineligible for residential parking permits.

The City of Berkeley's code contains a provision for a "campus zone" to be defined in which, under a complex set of rules, up to 350 permits would be issued for residents of the campus zone to park in other residential parking zones. This provision has never been implemented due to strong protests from neighboring zones.

Austin, Texas – holds off on January enforcement so students can get back and renew

Austin renews all residential parking permits on January 1st, but because University of Texas students are on break at that time, it doesn't enforce the requirement to have a new permit in January, to give students time to get back and obtain a new permit.

Austin, Texas – Limits number of permits to boarding houses; one utility hookup equals one household

Although boarding houses are not unique to neighborhoods with colleges or universities, they definitely tend to be more common there. Austin allows any qualifying household to have up to four permits and specifically defines household as a unit with a unique utility hook up.

Melbourne, Australia – No permits for student housing

As of 2006, the city of Melbourne stopped issuing permits to residents of student housing.

Students with out-of-area or out-of-state vehicles

Many cities allow students to register out-of-area and out-of-state vehicles for residential parking permits. In California, however, by law people moving into the state must register their vehicle within twenty days, and cities there will not issue parking permits to out-of-state vehicles. Renting a place to live is considered 'moving in.' In Vancouver, BC, students who want to obtain a permit for an out-of-province car must get an exemption from the province run auto-insurance program, otherwise the vehicle must be licensed and insured in at the permit address.

Other approaches to parking eligibility

As not all cities were surveyed, it's impossible to know if an approach found only in one city is actually unique, but there were some interesting policies in various places that were not found elsewhere; they are mentioned here. Also listed here are a few of the more popular program elements that don't fit easily into one of the other categories in this report.

Vancouver, Canada – parking for residents of this block only please, and enforce it yourselves

Vancouver, BC, has a few blocks where they post signs that essentially say, “NO PARKING except for residents of the 1000 block of Main Street.” This turns out to be an effective approach to managing parking adjacent to what might be called ‘intermittent attractors,’ generally something like a neighborhood play field that might attract a few cars every afternoon for youth soccer practice, but large numbers of cars during weekend games. No permits are issued, and residents are asked to ‘enforce’ each other. This gives them the leeway to have visitors, and takes the onus off the city to enforce these isolated blocks, but also allows residents to call parking enforcement if the moms and dads watching the soccer game take up all their parking.

Have a permit – but it's only a hunting license

As mentioned above under “Who can park,” only a few cities appear to have gotten very serious about trying to match numbers of permits with numbers of parking spaces. Even in cities where permits are strictly limited, parking officials often acknowledge that there are still many more permits issued than available on-street spaces. Many of these cities make it very clear in their web materials and brochures, that a parking permit is no guarantee of a parking space.

When and where: Managing street space with restrictions

Deciding who will be eligible a permit for unlimited, or perhaps “less limited” parking is the first line of control in residential parking management. The second line of control is where and when drivers without permits will be allowed to park in restricted areas.

Zone parking restrictions for non-permit holders

Seattle’s Approach Seattle has two basic approaches to parking restrictions for non-permitted vehicles in RPZs: Either no parking at any time (when the RPZ is in effect), or time-limited parking. Time-limited parking varies with some areas signed for 2-hour parking and some areas signed for 4-hour parking. Within a zone, the parking limits may vary from block to block; posted signs tell drivers how long they can park.

Seattle’s parking restrictions are in effect on different days of the week, depending on the zone and subareas within zones, with some Monday-Friday, some Monday-Saturday, and some only on Husky game days.

Seattle does not allow a non-permitted car to re-park within the same block after the expired time; the car must be moved at least one block.

Non-Permit Parking Restrictions, Highlights

Some cities have limited time parking, generally ranging from 30 minutes to 2 hours. Many do not allow non-permitted vehicles to park at all. Enforcement hours range all over the map; in many cases a city will have a wide range of hours and days when the zones are enforced, varying from location to location.

Vancouver, Canada has tremendous variety... in a single block

Vancouver may be unique in the complexity of its parking restrictions. Maps of each zone show a mix of allowable parking ranging from permit parking only all the time, to permit parking only at certain times and days, to time-limited non-permit parking, again at certain times and days. The designated curb use can change within a single block. Block areas unmarked on the maps may be no parking at any time for anyone, or metered parking.

Washington DC allows a vehicle to park once a day only

In DC it is explicit in that a non-permit vehicle may only park in a permit zone for two hours a day; a car cannot be moved to another space in the same zone.

Palo Alto, California breaks downtown into ‘colors’

Palo Alto, which is not otherwise included in this survey, has designated a series of “color-zones” downtown and, similar to Washington DC, a driver may only park in each “color” once a day.

No parking, ever

It is not uncommon for cities to post permit-parking-only signs that are in effect all the time. When this strategy is used it is common, as in Vancouver, BC, to restrict one side of a block, or alternate blocks, or some other limited area, for permit holders and in the same or adjacent blocks provide open or time limited parking for other drivers. This method helps ensure that permit holders will have a reasonable chance of finding a space near their homes, regardless of the activities in the neighborhood, including special events that might draw large crowds.

Parking Fees, Fines and Fraud

Permit Fees – Managing parking through pricing

Seattle's Approach Seattle has one of the simplest permit fee structures of the cities surveyed, but in execution it becomes one of the more complex.

A permit is \$35 for a two-year period, except in the University District where permits renew every year because of the huge turnover of residents. There is no limit on the number of permits per household and all permits cost \$35.

A guest permit is \$15 with a vehicle permit, or \$35 without a vehicle permit.

For low income, a permit is \$10.

In execution, however, there are twelve different fee schedules, based on whether an institution or other parking generator pays all or some of residents' fees for them.

Seattle Permit Fee Options

1st Resident Decal	2nd Resident Decal	3rd+ Resident Decal	Guest Permit Only	Guest Permit w/ Resident Decal
\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$15	\$0
\$0	\$17	\$35	\$15	\$0
\$9	\$35	\$35	\$9	\$9
\$9	\$35	\$35	\$15	\$9
\$10	\$10	\$10	\$10	\$10
\$15	\$15	\$15	\$15	\$15
\$17	\$26	\$35	\$15	\$17
\$21	\$21	\$21	\$15	\$21
\$35	\$17	\$35	\$15	\$0
\$35	\$35	\$35	\$15	\$35
\$35	\$35	\$35	\$35	\$35

Permit Fees – What other cities do

Least expensive	First Resident Permit	Other permits
Denver	Free	
Wash. DC	\$15	
Boulder	\$17	\$75/year business employee \$78/quarter (\$312/year) non-resident commuter
Austin	\$20 for two permits and two guest tags.	
Melbourne	\$20	\$80 second permit \$20 for 'set' of visitor vouchers \$110 for medical practitioner (good to park near hospital)
Madison	\$21	
Chicago	\$25	\$5/day \$300 professional service vehicle \$30 pick up truck
Berkeley	\$30	Visitors \$2/day or \$20/two weeks.
Portland	\$35	
Vancouver*	\$31.70 \$46.55 or \$62.50 varies by zone	
Sydney*	\$43	\$85 second permit \$112 first (and only) permit in most congested zone \$11 pensioners for first, \$43 for second. \$43 visitors, with replacement costing \$117
Perth*	\$55 Free to seniors, pensioners, unemployed.	
San Francisco	\$60	\$500/year for contractors – but they can park in any RPZ in the city
Toronto*	\$132/year first vehicle with no on-site parking available (\$11/mo) \$456/year on-site parking available (\$38/mo)	\$336/year, second+ vehicle, no on-site parking (\$28/mo)
Most expensive		

Note: The table is arranged by cost of first permit, without consideration of the value of different currencies. All figures are in the currency of the country reported. Also, Canadian and Australian cities levy sales tax on the permits, which is not reflected here.

* As of Feb 2008, the Canadian, Australian and US dollars are close in value. Also, the relative cost-of-living in Seattle, Vancouver, Toronto, Sydney and Perth varies less than the cost-of-living between Seattle and some of the other U.S. cities surveyed.

Permit Fees, Highlights

For the most part, permits are inexpensive, certainly compared to the market value of a parking space in most of the cities with RPZs. Of the cities surveyed, Sydney and Melbourne, Australia use pricing moderately to discourage permits for second cars, and Sydney also uses pricing to discourage permits in the most congested zones.

Only Toronto, Canada charges ‘serious’ fees. Their ‘convenience’ permit, issued to those who have on-site parking but want to be able to park on the street, is priced at over \$450/year. Toronto lists their fees based on monthly rates on their website, as a way to show that it’s really not *that* expensive. The permits are only good for six months but residents may buy two permits at a time.

Parking Fines

Seattle’s Approach The parking fine for parking in a permit-holders-only RPZ space without a permit, or for overtime parking in an RPZ is \$44.

Parking Fines – What other cities do

Parking fines across the cities surveyed did not vary a great deal; the lowest found was \$25 and the highest was \$60; the RPZ violation fines were generally in line with all other common parking violations. There is a much greater variation in how fraudulent use of permits is handled and what the penalties are (see below).

Permit Fraud

Seattle’s Approach There are no statutory fines for permit fraud in Seattle.

If a Seattle Police Department Parking Enforcement Officer believes that a permit decal or guest permit is being used fraudulently, the officer may report it to the Traffic Permits Counter staff. A staff person may then call the permit holder and, if convinced that the permit is being used fraudulently, tell the permit holder that the permit is being cancelled and any vehicle with that permit will be ticketed. Anecdotally, there is evidence that permits have been advertised for sale on-line and in the employee newsletter of at least one hospital.

Permit Fraud – What other cities do

Of the cities surveyed, most, like Seattle, do not have a statute creating a civil penalty for fraudulent use of a residential parking permit or guest permit. Staff in many cities said it is a

problem and some cities are working on ordinances to create penalties. However, some cities do have penalties for permit fraud, and they tend to be quite steep. Following is a range of approaches:

- Berkeley, California: \$500 either for fraudulent application or fraudulent use.
- Portland, Oregon: \$150 fine to permit holder if their guest permit is used fraudulently. Parked vehicle gets a parking ticket.
- Perth, Australia: Permit is revoked if misused, copied or sold.
- Vancouver, Canada: Financial penalty is \$45 parking ticket, but not eligible for a permit for two years.

Preventing fraud – print the license plate number on the permit

The most effective way found for cities to prevent fraud, is to print the license plate number on the permit itself. Portland, for example, does this automatically as the permits are printed and mailed. Other cities write the numbers in with a sharpie and say it “works pretty well.” All the cities that use this approach said that it is highly effective in stopping fraudulent use, which every city contacted said is or has been a problem. Some recounted creative ways drivers have used to forge permits... which will not be detailed here.

Preventing fraudulent use of guest passes

Guest passes come in a wide variety of forms, with the two most common being rear-view mirror hang tags, or single-use tickets that are either placed on the dash or affixed to a window.

Portland issues one-day-use scratch-off permits that come in books of 15. Each is a hang-tag with the twelve months and the 31 days printed on it; the user scratches off the appropriate month and day. These are hard to re-use. A number of cities require that the visitor write their license number on the guest permit, and some cities print the guest permits with the resident’s home address on it, and limit guests to parking within a few blocks of that address.

Business Practices

Issuing permits

Issuing Permits – Proving Eligibility

Seattle's Approach Seattle requires a current vehicle registration, and current correspondence such as a utility/cable/telephone bill or bank statement or a rental agreement or similar proof of address. Students and active duty military are allowed permits for cars registered out of the RPZ and even out of state, and for vehicles registered to other owners.

What other cities do

Least restrictive

Washington DC	Permits are issued through DMV which already has vehicle registration and address verification.
San Francisco	Vehicle must be in applicant's name except active duty military; students may use parents' car with proof of enrollment; company or leased vehicle OK with letter from company.
Austin	Vehicle registration and proof of residence. Proof of residence varies by city – may be driver's license, utility or other bill, bank statement, voter registration, signed lease or property owner affidavit.
Portland	
Chicago	
Berkeley	Same as above plus no parking tickets older than 21 days.
Denver	
Madison	
Melbourne	Must submit a waiver of privacy allowing city to check with DMV that applicant is registered owner of vehicle. Company car requires letter that it is for your sole use.
Sydney	Only exception to vehicle registered at address is assigned company car or car sharing vehicle. If there is on-site parking, applicant must provide registrations of all vehicles registered at the address. Out-of-state vehicle can get three-month temporary permit but then must be registered at address.
Toronto	If parking is available on property must provide proof of other vehicles registered at address that are using that parking. Tenants require letter from property owner or manager stating there is no off-street parking available.
Vancouver	Two proofs of residence, valid car insurance (also proves registration as it's a provincial system). If a second-home, must prove vehicle is there 51% of the time. A zone resident may borrow the car of a friend leaving town, but must show friend's travel itinerary and ticket. Proof of eligibility is required to be shown with every renewal.

Most restrictive

Proving Eligibility – Highlights

There are generally six elements different cities use to determine eligibility for residential parking permits:

- (1) Proof of residence
- (2) Proof of vehicle registration
- (3) No outstanding parking tickets
- (4) Proof of driver's license;
- (5) Proof of car insurance
- (6) Proof that no off-street parking is available

Of these, Seattle currently uses only the first two.

Issuing Permits – Application and Renewal

Seattle's Approach First time permit applicants may apply by mail or in person at the Traffic Permits Counter in the Municipal Building. Would-be applicants are asked to call the office to confirm they live in a zone, and to have an application mailed to them; the application form is not available on-line. Fees are determined based on the zone (and subarea within zones), and the number of permits requested.

The application form and proof of residency and vehicle registration, along with a check, money-order, or credit card information can be mailed to the city and, if all the paperwork is in order, the applicant will be mailed the vehicle decals and/or guest permits. Applicants who come into the office can be issued permits on the spot if they bring valid proof of eligibility but, if they do not, they must return or mail in proof; the staff at the counter is not able to confirm residence or vehicle registration through checking directly with the state Department of Licensing or City Light (to verify the applicant's address through utility billing records).

The Traffic Permits Counter sends out renewal notices to all permit holders on a rolling cycle (different zones expire in different months and years to spread out the workload). If there are no changes in the applicant's status, the permit can be renewed by mail; updated proof of residence or vehicle registration is not required.

What other cities do

Seattle sits about 'in the middle' on the ease/difficulty of application and renewal spectrum. Increasingly, cities allow residents to apply for parking permits on-line, eligibility is verified automatically, payment is taken by credit card and permits are mailed out. Other cities require all residents to come into the office and present proof of eligibility in person.

For those cities with on-line application and payment, the forms tend to be very simple.

Austin, Texas – Everything is handled by neighborhood volunteers

Austin is a city of 600,000 people with 600 formal neighborhood associations. The Neighborhood Association Coordinators, who are volunteers, are responsible for processing permit applications and handling all transactions. The city gives them a set of permits at the beginning of the year. Funds collected go into the neighborhood association's bank account. At the end of the year they turn the revenues over to the city and collect the permits for the following year. One city technician spends about one-quarter time on the program.

If a resident is having a party, they can apply to the neighborhood coordinator two weeks before the event for extra, single-use guest permits.

Establishing Residential Parking Zones

Seattle’s Approach Seattle both works with neighborhoods that initiate requests for RPZs and establishes new zones based on the City’s determination that the need exists. The first ‘test’ for a new zone is the “75%/25%” rule: 75% of parking spaces are in use over an extended period of time, and 25% of the vehicles are from outside the immediate area. City staff work with communities to confirm the need and desire for a zone, and to agree on the boundaries. In community-initiated zones residents survey their neighbors to gather signatures approving the zone, which must total 60%+ on each block, for that block to be included. (A more detailed description of current practice for creating zones is included in Chapter 4 of the Draft Final Report.)

Establishing Zones – Highlights from other cities

All of the cities surveyed in the United States have some variation of the “75%/25%” rule that was blessed by the 1977 U.S. Supreme Court decision – that is 75% of the parking is in use and 25% of the vehicles parked are from out of the area. Some cities change the percentages slightly, some require the test to be met five days a week and others fewer. It is also extremely common to have a petition process, requiring majority approval of residents in the zone before a zone is finalized. With those elements as a starting point, the methods use to establish zones and the rules for those zones vary widely. Another common element, however, is generally a strong role for citizens. As one parking manager put it, “They’re the ones who are going to complain, so we let them take responsibility for it.”

Arlington County, Virginia – Residents are in charge

In Arlington County, Virginia, the creation of zones and control of how they operate is completely within the control of citizens. The city’s rationale for this is that the zones can be quite controversial and the city does not want to impose them on residents.

In addition to forming zones, residents may petition the city to break up zones (so that people don’t drive within them and use their permits to park away from home); to increase or decrease the number of permits allowed per household; to remove the permit parking zone from their block (but if they do successfully do so and change their minds they must wait a year before petitioning to have it restored); and to allow two-hour non-permit parking in their zone (the default is permit parking only).

Zones may be established adjacent to multi-family buildings, but if the building has parking, in order for the zone to be established the rent for that parking must be less than the permit fee (that is less than \$20 a year).

Austin, Texas – Residents do the work

Zones are formally created by the city traffic engineer but the neighborhood association takes the lead in determining whether there is support for the zone. A public meeting is held and a petition is circulated that must be presented to 100% of residents (at least three tries each if not successful the first time) and signed by at least two-thirds of them. The residents identify the problem area and the time period the zone should be in effect. Representatives from the neighborhood association work with the city staff to detail the boundaries.

City staff conducts a review and uses the common 75%/25% rule, but only requires it be met two days of the week. Zones can be removed with the same petition requirements.

Berkeley, California – Defines resident-initiated process and council-initiated process

Berkeley's city code defines two processes for establishing a zone. Residents may submit a standard petition form to the city council which must be signed by adult residents in 51% or more of the housing units in the zone. Prior to preparing the petition, 'neighborhood organizers' must consult with city staff to ensure the proposed zone meets city guidelines. The petition must include a description of the program and the fees, so residents know what they're signing up for. The technical test for the zone is that: "At least 80% of the block fronts with unlimited on-street parking must be residentially zoned, and at a minimum, 75% of all unlimited on-street parking spaces within the proposed area must be occupied during any two one-hour periods between 10:00 a.m. and 4:00 p.m."

The city council may initiate a zone with the same technical requirements. The approval process requires notification of all households by mail; preparing a resolution that cites all studies performed; and holding a public hearing on the resolution with notice posted at least ten days ahead of time on all block fronts being considered for the zone. With the council-initiated process, the public hearing substitutes for the petition process.

Portland, Oregon – Needs support of neighborhood or business association; city helps with the work

In Portland, any resident may start the zone creation process with a "community-initiated petition" with signatures from at least 50 percent of the affected addresses. The petition is submitted to the area's neighborhood or business district association. If there is no association in the area, residents may work directly with the city's Office of Neighborhood Involvement. The petition, which is the first step, already describes the boundaries.

On request, city staff will help a resident design the petition, establish the boundaries, and advise on collecting signatures.

After the petition is submitted, the city conducts a technical study to confirm that parking spaces in the area will be 75% occupied, 25% by commuter parking, at least four days a week and nine months per year. Also, the City Traffic Engineer must agree that the Area Parking Permit Program (APPP) would promote benefits that may include:

- Increased access to area residents and businesses.
- Reduced traffic congestion.
- Increased traffic/pedestrian safety.

The city traffic engineer can also find there might be reasons not to form a zone including:

- Lack of alternative modes of transportation.
- Availability of simpler, cheaper solutions.
- Legal existence of more than one firm with 50 or more employees that could not operate under the permit system constraints.

If the traffic engineer agrees to go ahead, he or she may alter the boundaries, for example to conform to natural barriers, and then will schedule a public meeting and mail announcements to

all addresses in the proposed area. After the public meeting, or meetings, a ballot is mailed to all addresses.

At least 50% of the ballots must be returned and at least 60% of those voting must vote yes, which translates into a minimum approval requirement of **30% of all addresses**. If the vote is negative the area must wait at least a year before trying again.

If approved, the new APPP zone is submitted to the city council for approval. Once the zone is formally established, permit applications are mailed to all addresses, and **at least half the fees have to be collected before signs will be installed, inaugurating the zone**.

Annexations and zone changes follow a similar process but take less time, about three to six months.

SUMMARIES OF CITY PROGRAMS

These summaries, along with web materials, code language, maps, examples of permits and so on, are included in the appendix to this report. The summaries are also attached here because the appendix is meant to be a reference document and its length makes it prohibitive for most readers.

- Arlington County, Virginia
- Austin, Texas
- Berkeley, California
- Boulder, Colorado
- Chicago, Illinois
- Denver, Colorado
- Melbourne, Australia
- Portland, Oregon
- San Francisco, California
- Sydney, Australia
- Toronto, Ontario
- Vancouver, British Columbia
- Washington, DC

ARLINGTON COUNTY, VIRGINIA – RPZ Summary

Residential Permit Parking Program

Of special interest

Arlington has a dual permit system with a transferable **Free FlexPass**, which can be used on a resident's car or as a guest permit, and vehicle-specific permits which are attached to the rear bumper.

Within the permit zones there is generally **no short-term parking**; only vehicles with permits may park during the hours the restrictions are in effect.

Arlington County requires all vehicles regularly *parked or garaged* in the county to have a **vehicle sticker**. (Similar to Chicago.)

Creation of zones and control of how they operate is completely within the control of citizens. The city's rationale for this is that the zones can be very controversial and the city does not want to impose them on residents.

In addition to forming zones, residents may petition the city to break up zones (so that people don't drive within them and use their permits to park away from home); to increase or decrease the number of permits allowed per household; to remove the permit parking zone from their block (but if they do successfully do so and change their minds they must wait a year before petitioning to have it restored); and to allow two-hour non-permit parking in their zone.

Zones may be established adjacent to multi-family buildings, but if the building has parking *the rent for that parking must be less than the permit fee* (that is less than \$20 a year). (See below for other conditions.)

Residents determine how many permits are allowed and, if allowed, each permit after three is \$250 a year (most zones only allow two permits).

Who may park

Residents and their guests. Landlords may apply for a free permit to allow them to tend their property. As a default, parking is restricted to permit holders only when the zone is in force. Students are treated as all other residents, and may get a permit for an out-of-area or out-of-state vehicle. The county, however, charges out-of-area vehicles a higher fee for the annual vehicle sticker.

Permits, type, number per household

All households are entitled to **one free FlexPass**, which is a dashboard placard that can be used either for a household's own vehicle or for a guest's vehicle. FlexPasses are renewed annually **with a sticker that goes on the pass**. If the resident loses the Flexpass or if it is stolen they may not get another until the following year. The city is aware of people selling their Flexpasses online; there is no penalty for this but the seller will be denied future permits.

In addition, households are allowed up to three vehicle-specific permits which are **decals placed on the rear bumper**. The decals are affixed with a very strong adhesive that both ensures that the decal is destroyed if someone tries to remove it to steal it, but that also generally damages the bumper if it is removed. Fraud is not a problem with these permits.

Permits are numbered and the city keeps a database of which permit was issued to which vehicle.

Residents in each zone may use a petition process to ask the city to increase or decrease the allowable number of permits per household.

Enforcement

The FlexPass is specific to the household and displays the zone number and household address. FlexPasses are non-replaceable except under specific limited circumstances.

Guest permits

In addition to the FlexPass residents may purchase short-term visitor passes which are hang-tags good for three days. Residents write the dates of use on the hang tags. Visitor passes come in books of 20 at \$5 per book. Residents may buy up to 100 permits a year; the first book is free. There have been problems with fraud with the guest passes, for example people make transparent stickers on which they write the date, so they can remove them and reuse the passes.

On-line information, application and renewal

Permits can be applied for, renewed, and paid for on-line with the exception of the Landlord Permit which must be applied for in person. Petition forms to create and change zones are available on-line.

Fees and revenues

The permit fees collected cover about half the cost of the program. The first two permits cost \$20 per year, the third is \$50, and any additional are \$250.

Zone structure

Zones are created through a petition process with a 60% signature requirement and the commonly applied rules of 75% of parking in use with 25% of parked cars non-local. There are 23 zones.

The preferred size for zones is no more than a half mile square. Residents can petition to have larger zones broken up to prevent people from driving to destinations elsewhere in the zone and parking far from their house.

Permits for multi-family buildings

There are six special criteria for townhomes, duplexes, and multi-family dwelling buildings.

- The building must have less on-site parking than required by the County Zoning Ordinance,
- The building must charge less for its parking than the County residential permit parking fee,
- It must not have been approved under the site plan or Unified Commercial Development process
- The building must meet the County's guidelines for maximizing on-site parking (no obstructions, an efficient parking layout, and an exploration of shared parking arrangements).
- 60% of the households must sign a petition requesting zoned parking.
- The 75/25 rule must be met.

“The purpose of the permit parking program is to restrict the overspill on residential streets from people who live outside the area. If your building and block meet the criteria for zoned parking, you would be able to get zoned parking, but not because the building lacks parking.”

“In cases where multi-family units are approved for a new separate zone, permit parking is allowed only around the perimeter of the block containing the multi-family building. Parking space along the block(s) will be allocated to new zones up to the minimum amount necessary to provide parking space that would meet the current zoning requirements for multi-family buildings.”

“If the multi-family dwelling contains a commercial/retail establishment on the first floor of the building, then the block face that corresponds to the retail area is not eligible for zoned parking during retail hours.”

When parking restrictions are in effect

Arlington County has nine different combinations of hours and days when parking may be restricted, including from 8 AM to 5 PM, 5 PM to Midnight, and Midnight to 8 AM, either Monday-Friday, weekends and holidays, or everyday.

AUSTIN, TEXAS – RPZ Summary

Residential Permit Parking

Of special interest

Austin is a city of 600,000 people with 600 formal neighborhood associations. The Neighborhood Association Coordinators, who are volunteers, are responsible for processing permit applications and handling all transactions. The city gives them a set of permits at the beginning of the year. Funds collected go into the neighborhood association's bank account. At the end of the year they turn the revenues over to the city and collect the permits for the following year. One city technician spends about one-quarter time on the program.

All permits renew January 1st. Austin does not enforce the zones in January, to give students time to get back from their winter break and get their new permits from the neighborhood coordinator.

A new development west of the University of Texas campus has been affected by a new city ordinance requiring that parking be rented separately from the apartments. The parking rents out at \$50-\$75 per space per month and many students choose to park further away rather than pay.

New development standards adopted last year provide that if a neighborhood will allow vertical mixed-use developments to go in, the city will expedite the establishment and approval a residential parking zone and complete the process within three weeks.

Who can park

A permit set is two regular vehicle decals and two guest permits. The coordinator writes the resident's address on the guest permits with a sharpie. If a resident is having a party, they can apply to the neighborhood coordinator two weeks before the event for extra, single-use guest permits. Residents without a car can get the two guest permits for the same price as the whole package.

Multiple dwelling units

Austin limits permits by the number of utility hook-ups. Each separate utility account entitles the unit or building to one set of four permits (two vehicle permits and two guest permits).

How zones are created

Zones are formally created by the city traffic engineer but the neighborhood association takes the lead in determining whether there is support for the zone. A public meeting is held and a petition is circulated that must be presented to 100% of residents (at least three tries each if not successful the first time) and signed by at least two-thirds of them. The residents identify the problem area and the time period the zone should be in effect. Representatives from the neighborhood association work with the city staff to detail the boundaries.

City staff conducts a review and uses the common 75%/25% rule, but only requires it be met two days of the week. [75% of the parking is occupied, 25% of parked vehicles are from out of the area.]

Zones can be removed with the same petition requirements.

Size of zones

The zones range from a single block to about five blocks square.

Parking restrictions

Only permit holders are allowed to park in an RPP, except for delivery vehicles making active deliveries. Parking will not be restricted in front of any commercial establishment.

Fees

A package of four permits cost \$20. The purpose of the fee is so that the permits will “have some value.” [conversation with staff]

Enforcement

The parking enforcement officers work 8 AM to 5 PM, Monday to Friday. At other times the program relies on regular police officers to write parking tickets, “which doesn’t work too well.” [conversation with staff]

Physical Permit

The decal is placed in the lower front driver’s side window. The guest permit is a hang tag.

History/Purpose of the RPP Program

The program was started in 1996 because of parking problems associated with the University of Texas campus.

“The purpose of the Residential Permit Parking Program is to limit the overflow of commuter or non-resident parking onto residential streets. Parking problems can occur in residential areas where adjoining land uses fail to provide an adequate supply of parking. Typical traffic generators that may cause overflow parking in residential areas include educational facilities, special event centers, medical centers, retail and entertainment centers, and transit stops or park-and-ride stations. Residents in areas that have significant on street commuter parking may have concerns about the availability of parking for themselves and their guests, traffic safety, emergency vehicle access, and impacts on delivery and other basic services.” [City website]

Parking Benefit District

Austin has a new program, separate from the residential parking zones, to manage parking through parking benefit districts. Revenues from the districts are intended to support walking, cycling and transit use. The following description is from the city’s website. More detail is included in the web materials below.

A Parking Benefit District is created by metering the on-street parking (either with pay stations on the periphery of the neighborhood or with the traditional parking meters) and dedicating the revenue, less City expenses for maintenance and enforcement, towards improvements in the neighborhood that promote walking, cycling and transit use, such as sidewalks, curb ramps, and bicycle lanes. In addition, to encourage drivers to consider other ways to reach their destination without driving and parking in the neighborhood, parking meters can provide information on alternative ways for drivers to reach their destination. Charging for parking and promoting

alternatives can help reduce the number of people parking in the neighborhood, but for those that do park and pay the meter, the neighborhood benefits.

Applying for a permit

As detailed above under “Of Special Interest,” Austin’s permits are handled entirely by neighborhood volunteers. They approve applicants, issue permits, and collect the fees, which are deposited in the neighborhood association’s account. Once a year they give the prior year’s fee revenue to the city and in exchange get the next year’s permits. Guest permits are handled in the same way, and residents needing more than the allotted two may apply to the neighborhood coordinator ahead of a planned special event.

BERKELEY, CALIFORNIA – RPZ Summary

Residential Preferential Program

Of special interest

Berkeley's City Code takes a broad approach to outlining the rationale for residential parking zones. It specifically mentions that there are more vehicles than on-street AND off-street spaces. The code talks about the urban environment, reducing unnecessary travel, increasing transit use, and includes in the purpose of the RPP issues of health, safety, welfare, strains on interpersonal relationships and the attractiveness and livability of neighborhoods.

No permits are issued to new buildings where no parking was required to be constructed in the building. No permits are issued to University of California dorms, which are located off-campus in RPP zones.

Who may park

Permits are issued to: residents, home health aids and, on a limited basis, to merchants. There are also permit categories for the North Berkeley Senior Center, and for community service facilities.

Permits, type, number per household

To apply for a permit, residents must present photo ID and vehicle registration showing their Berkeley address. The vehicle must be registered at the address, but if the applicant is not the registered owner he or she must provide a letter from the owner stating permission to use the vehicle. The vehicle may not have outstanding parking tickets over 21 days. Renewals may be done by mail. All residential permits are valid from July through June.

Merchants at certain addresses may apply for one permit for a commercial vehicle, which allows them to park in the block where the business is located. The permit is valid from March through February, and can be purchased at any time with the fee prorated after June.

Churches, schools and similar facilities may also qualify for one permit.

Enforcement

Fraudulent use is punished by a \$500 fine. Day to day enforcement of the residential parking areas is, according to staff, a challenge because of staffing levels.

Guest permits

One-day visitor permits cost \$2 each and a resident may purchase only twenty per year. The visitor permits expire at the end of the permit year, along with the resident permits. The vehicle they are used on must not have any outstanding parking tickets. One-day permits may be purchased at the time the resident decal is purchased, or any time in the year, however if purchased separately the resident must appear in person with photo ID. In addition, residents may purchase up to three 14-day visitor permits which cost \$20 each. These must be purchased no more than three weeks in advance of use, and the resident must furnish the license plate of the vehicle that will use them.

On-line information, application and renewal

The city's website has information about the program and maps of all the zones, as well as a link to the municipal code and ordinances. There is no ability to apply or renew online.

Fees and revenues

Regular permits are \$30 for one year. In-home care permits are \$30. Merchant permits are \$100.

Zone structure and formation

Berkeley has fourteen zones which range in size from fewer than ten square blocks to more than fifty. All zones abut at least one other zone and are in the central area of the city around the University of California campus, the downtown business district, and the BART Stations.

Berkeley's city code defines two processes for establishing a zone. Residents may submit a standard petition form to the city council which must be signed by adult residents in 51% or more of the housing units in the zone. Prior to preparing the petition, 'neighborhood organizers' must consult with city staff to ensure the proposed zone meets city guidelines. The petition must include a description of the program and the fees, so residents know what they're signing up for. The technical test for the zone is that: "At least 80% of the block fronts with unlimited on-street parking must be residentially zoned, and at a minimum, 75% of all unlimited on-street parking spaces within the proposed area must be occupied during any two one-hour periods between 10:00 a.m. and 4:00 p.m."

The city council may initiate a zone with the same technical requirements. The approval process requires notification of all households by mail, drafting a resolution citing all studies performed, a public hearing on the resolution with notice posted at least ten days ahead of time on all block fronts being considered for the zone. With the council-initiated process, the public hearing substitutes for the petition process.

Permits for multi-family buildings

Berkeley will, in some cases, condition new multi-family construction with the restriction that residents will never be eligible for residential parking permits. This is done in cases where developers want a waiver from parking requirements.

When parking restrictions are in effect

All zones are enforced from 8 AM to 7 PM. Two of the fourteen areas are enforced Monday through Saturday and the other twelve are enforced Monday through Friday.

Note on city code language

The code defines a "Campus Zone 1" with complex parking rules and exceptions that theoretically allow residents of this zone to obtain permits to park in other zones. In conversation with city staff, they said that these regulations are not applied and permits are not issued to residents of the zone.

BOULDER, COLORADO – RPZ Summary

Neighborhood Permit Parking

Of special interest

Boulder's program is called, "Neighborhood Permit Parking" rather than 'residential' permit parking because it provides permits for residents, businesses and to a limited extent, commuters.

Boulder has a complex system of selling permits on the 'open market' to anyone who applies, but with very strict controls governing how many permits will be sold and where permit holders can park.

As background, Boulder requires that each permit parking zone be self supporting. Residents now pay \$17 per year for a permit, previously it was \$12 per year. However, without additional income, the permits would need to cost about \$55 per year. Boulder generates this additional income by selling permits to anyone who asks for one but, with very strict limits.

Every block in each zone is numbered. A survey company does an initial survey for the city, to determine if the number of vehicles parked in each block is less than 61% of the available on-street spaces. If it is, Boulder will sell *up to* four additional permits per block, called commuter permits; the number of permits is determined by the percentage of open spaces. The commuter permit is only good for parking in the assigned block, and if the permit holder arrives to find all the parking full, they have no right to park in adjacent blocks. What they can do, is park their car nearby for the two- or three-hour limit in the zone, and then come back and move it to their assigned block if a space has opened up. If a space hasn't opened up, they must leave the zone altogether.

If residents complain that parking on their block is becoming too tight, the regular parking enforcement officers check the zone for a few days and if they confirm there is a problem, the number of commuter permits that can be sold will be reduced, possibly to zero.

The commuter permit holders pay \$78 a quarter (\$312 a year) and the revenues from these permits are enough to keep the resident permits at a low \$17 per year. Initially, commuters were limited to two years worth of permits, to share out the space among all those who want it. The initial allocation of the commuter permits was by lottery and subsequent sales were first come first served. However, because of the economy, demand for the permits has gone down and commuters are allowed to keep them as long as they pay the fees each quarter. At the same time, as gas prices go up, the city has found more people interested in the commuter permits, because they are cheaper (\$26 a month) than parking in a downtown garage, and commuters need to save money to be able to afford gas. [Conversation with staff.]

Who can park

Residents are eligible for two regular permits and two guest permits per household. Businesses in the zone may get three permits per business, and may apply for an exception if they need more.

Fees

\$17/year for residents, includes two visitor permits.

\$75/year for employees of businesses in the zone.

\$312/year (charged at \$78 per quarter) for commuter permits.

Parking restrictions

Non-permit holders are limited to 2-hour or 3-hour parking, it varies by zone. Non-permit holders may park in a zone only once per day.

Zone structure, creation and modification

The zones are created at the requests of the residents of an area and, as mentioned above, each one needs to be self-supporting? It requires a petition signed by 25 residents to begin the process with the city.

There are six NPP zones, centered around downtown and the University of Colorado. The zones are fairly small. The largest is about 26 block faces.

Application and renewal

Residents must apply downtown for their permits.

Stated purpose of the program

While residents lead in creating zones, the city specifically recognizes that the purpose of the Neighborhood Permit Parking program is to balance the needs of all users. Text from the website describes the program as follows:

Preserving the character of our neighborhoods

The Neighborhood Permit Parking Program is designed to make Boulder neighborhoods safe and pleasant places to live, work and attend school by encouraging less driving and reducing on-street parking congestion. Each neighborhood in the program has public parking limits that are unique to that area and take into account the neighborhoods' particular needs.

In areas that have Neighborhood Permit Parking, residents have asked the City to create special zones where on-street parking for non-residents is limited.

Permits that allow a vehicle to park in an NPP zone beyond the posted restriction are available to residents, visitors, employees and commuters.

CHICAGO, ILLINOIS – RPZ Summary

Residential Parking Permit

Of special interest

Local vehicle ownership tax: All Chicago vehicles must have a “City Sticker” – Annual fees are: \$75 small car; \$120 large car; \$180 small truck; \$420 large truck; and free for disabled, seniors, ex-POWs, and disabled veterans.

Motorcycles and scooters don’t need a permit to park in an RPP.

Who can park

Residents and their guests. Home health care providers can park with a letter from the resident’s doctor and a home health care license, which allows them extended use of the daily passes.

Guest permits

Guest permits are \$5 for 15 all-day passes. They are activated by writing in the date and attached with adhesive to the interior of the windshield. Each resident may purchase a maximum of two sets of guest permits a month (that is 30 days of guest parking each month for 33 cents a day).

Proof of eligibility

The Chicago city vehicle sticker receipt proves ownership of the vehicle. Proof of residency may be a driver’s license, lease, mortgage statement, utility bill, or voter registration.

Zones

Zones are defined by ordinance.

On-line application and renewal

The RPP application is on-line and may be printed out but must be mailed or brought to a city office. However permits may be renewed on-line with a renewal application number.

All permits are valid July to June and all zones renew each year at the same time.

DENVER, COLORADO – RPZ Summary

Residential Parking Permit Program

Of special interest

Proof of auto insurance is required to get a residential parking permit.

Denver does not issue guest permits.

Who can park

Residents only. From the website:

What if someone works at my home or is visiting my home?

Guests are non-residents and are expected to comply with the posted time limits. However, there are a few circumstances when provisions for guests are made. The types of permits and conditions of their issuance varies. For more information on how to obtain these type of permits call the Parking Management Residential Parking Permit Customer Service Line.

How many permits

One per licensed drive plus “one vehicle for household use.” Permits are good for three years and are free.

Proof of eligibility

Vehicle registration, auto insurance, proof of residency and no unpaid parking tickets.

Parking restrictions for non-permit vehicles

Varies: 30 minutes, one hour or two hours.

On-line application

The application form is on-line but must be mailed in or brought to the office.

MELBOURNE, AUSTRALIA – RPZ Summary

Resident Priority Parking Permits

Of special interest

Melbourne operates with different rules in different zones. In the most congested zones permits are limited to one or two, less the number of off-street parking spaces available; student housing is not eligible for permits; residences built after 2006 are not eligible for permits; and eligibility checking is tighter. Fees for the second permit, if allowed, are also higher.

The number of guest permits ('visitor vouchers') allowed to be bought every two months is limited, but the permits may be "hoarded" [their word] and do not expire.

The complexity of the guest permit system is unique among cities surveyed, and the overall complexity of the program may also be unique.

Melbourne is changing to a system where every permit is good for one year from date of issue, rather than set expiration dates.

Who may park

Permits are issued to residents who may also purchase guest permits. In one set of zones permits are also issued to doctors and to the disabled.

Permits, type, number per household

Each dwelling unit may purchase a maximum of two permits, or one permit, depending on the zone. The number of permits allowed is reduced by the number of off-street parking spaces available.

Permits can be "single rego", "Dual rego - transferable", "multi-use transferable", medical practitioner, disabled (all are on same application). A single rego (registration) permit has the vehicle registration number for one vehicle on it and is good for that vehicle only. A dual rego permit has the registration numbers for two vehicles and may be moved between them. A multi-use permit is a guest pass – zones vary whether they require permanent guest passes or sets of guest vouchers

Guest permits

Guest permits come in two forms, a single transferable permit good all the time, or time-limited vouchers. The system varies by zone with the more congested zones using the voucher system. Where they are in use, the single-transferable permits are limited to one per household.

Visitor vouchers are issued in sets. A set is four one-day permits, two weekend permits, and twelve three-hour permits. Only one set may be purchased every three months but, "Visitor vouchers do not have an expiry date. Residents can hoard vouchers." When used, the voucher must have date, time and license number entered in permanent marker or pen.

The website sums up the total guest parking a resident may purchase as 600 hours per year, 75 hours per quarter, six hours per week. It also makes it clear that with a three-hour voucher a guest can park for five hours because they also get the two free hours allotted to anyone else parking without a permit.

Permit application and renewal

For the most congested zones, Melbourne has the longest application form of all cities surveyed, at three pages for owners and five pages for renters. Documentation required includes vehicle registration or bill of sale, driver's license, a privacy waiver allowing the city to check with the DMV to confirm vehicle ownership, a rate (tax) assessment notice for your property or a bill of sale or for renters a lease or letter from a landlord, a utility bill for electricity, gas or a land line telephone (cell phone bills are specifically not acceptable) and, if the vehicle is a company car, a letter stating it is for your sole use. The application process also notes that your address will need to match the one already on file for you with the city.

In the less congested zones the application is two pages.

On-line materials

The permit application is on-line. It may be submitted on-line, in which case the applicant records the transaction number, and then puts this number on the copies or eligibility documents he or she must mail to office, along with payment. The application can also be mailed in its entirety or brought into the office, with copies of documents required and payment. There is an address search function on-line that tells the searcher whether they are in a zone and, if so, how many permits they qualify for. There are also maps of the zones. Information on an application may be updated on-line.

Fees and revenues

Permits are \$20, and in the most congested zones \$80 for the second if one is allowed. Each set of visitor vouchers in \$20. "Gold card" veterans, war widows, pensioners and the disabled are exempt from the fees. A medical practitioner permit is \$110 but these have own designated parking areas at hospitals.

When parking restrictions are in effect

Non-permit parking is generally allowed for two hours, from 7 AM to 5 PM Mondays to Fridays, and in some zones also from 7 AM to noon on Saturdays. In some areas, parking is restricted to permit-holders only.

PORTLAND, OREGON – RPZ Summary

Area Parking Permit Program

Of special interest

Portland is one of the few cities that **allows extensive employee parking** in restricted parking zones. Zones may **not** be established if:

“Adverse effects that may prevent implementation of the Area Parking Permit Program may include the:

- Lack of alternative modes of transportation
- Availability of simpler, cheaper solutions
- Legal existence of more than one firm with 50 or more employees that could not operate under the permit system constraints.”

Portland uses **citizen parking committees** for each zone, for on-going management and decision-making.

Parking for employees of area businesses

Businesses can get APP permits for their employees, based on payroll hours. Some zones allow one permit for every two full-time equivalent employees; others allow more. The cost is the same as for resident permits (currently \$35 a year), and businesses can also purchase guest permits. Businesses must submit a payroll as proof of total employee hours.

Citizen Parking Committees

Each zone has a citizen’s parking committee that includes representatives from residents and businesses. They prepare a supplemental plan tailored to their area and can recommend changes in zone operation, for example limiting non-permit parking to one hour instead of two hours, or changing the number of permits per employee a business can get.

Physical permit

Resident permits are decals that are printed out individually at the time of issue, with the zone number and **the license plate number of the vehicle. Business and guest permits have the address printed on them.** Permits are mailed in a window envelop.

Fees

Permits are issued for a one-year period and cost \$35. Mid-year applicants can get a six-month permit for \$17.50. Renewal dates are staggered by zone.

Number of permits per household

There are no limits on the number of resident permits per household, though business and guest permits are limited.

Permits for students

Students living in zones are eligible for permits like any other resident. If a college or university is located in a zone its employees are eligible for permits but students who commute in are not.

Guest permits

Portland issues **both annual and per-use guest permits**. In one zone where guest permits were being abused, the annual permit is good for **a maximum of five uses per vehicle per month**. In the past, annual guest permits were good all that time, as in Seattle, and people gave them away or sold them to commuters or others; this restriction now prevents this. Prior to the change Portland sold several hundred guest permits a year, now they sell about 50.

Enforcement of the five-days-per-month parking rule requires parking enforcement officers to enter the license numbers into a data base to search for cars that have used the guest permit more than five times in a month.

Fraudulent use of a guest permit results in a parking infraction on the vehicle parked using the permit, and a **civil penalty for the permit holder of \$150**.

Portland started issuing single-use guest permits when they encountered problems with nighttime APP zones where residents want to have multiple permits for parties. The single-use **permit is a scratch-off ticket, similar to a lottery ticket, where the user scratches off the month and day**. This prevents the permits from being re-used. Single-use guest permits come in tear-off books of ten sold for \$3 (the books cost the city just under \$3 each to procure). Residents may order up to three books at a time with a limit of 12 books per year.

One zone has eliminated annual guest permits and uses only the daily scratch-off permits.

On-line information, application and renewal

Portland's on-line information is very clear, with good-quality detailed maps of each zone, as well as lists of all the addresses eligible for permits.

The application form is on-line (with separate forms for each zone), but must be printed out and mailed or brought to the office with proof of residence and vehicle registration.

Creating zones

Zones are created through a citizen-initiated process for new zones, or areas may annex into an existing zone. Any resident may start the process with a "community-initiated petition" with signatures from at least 50 percent of the affected addresses. The petition is submitted to the area's neighborhood or business district association. If there is no association in the area, residents may work directly with the city's Office of Neighborhood Involvement.

The petition must describe:

- The parking problem
- Probable cause of the problem
- Proposed boundaries of the congested area
- Number of individual addresses in the congested area
- The annual permit fee of the program.

On request, city staff will help a resident design the petition, establish the boundaries, and advise on collecting signatures.

After the petition is submitted, the city conducts a technical study to confirm that parking spaces in the area will be 75% occupied (25% by commuter parking) at least four days a week and nine months per year. Also, the City Traffic Engineer must agree that the Area Parking Permit Program would promote benefits that may include:

- Increased access to area residents and businesses
- Reduced traffic congestion
- Increased traffic/pedestrian safety

The city traffic engineer can also find there might be reasons not to form an APP including:

- Lack of alternative modes of transportation
- Availability of simpler, cheaper solutions
- Legal existence of more than one firm with 50 or more employees that could not operate under the permit system constraints

If the traffic engineer agrees to go ahead, he or she may alter the boundaries, for example to conform to natural barriers, and then will schedule a public meeting and mail announcements to all addresses in the proposed area. After the public meeting, or meetings, a ballot is mailed to all addresses. At least 50% of the ballots must be returned and at least 60% of those voting must vote yes.

If the vote is negative the area must wait at least a year before trying again.

If approved, the new APP zone is submitted to the city council for approval. Once the zone is formally established, permit applications are mailed to all addresses, and at least half the fees have to be collected before signs will be installed, inaugurating the zone.

Annexations and zone changes follow a similar process but take less time, about three to six months.

SAN FRANCISCO, CALIFORNIA – RPZ Summary

Preferential Residential Parking

Of special interest

San Francisco's approach to giving permits to non-residents is broader than other cities surveyed. For example, each school is issued ten permits to distribute as they see fit.

The program also overlaps carpool and residential parking, issuing residential permits to car- and vanpools.

San Francisco's program started in 1976 and is one of the oldest in the country, predating the Supreme Court decision.

Who may park

In addition to residents, there are several additional categories eligible for permits.

Businesses can get one permit per business plus up to 3 for delivery vehicles. They must submit a copy of a commercial lease, business tax registration certificate or 501c3 certification. A permit may be assigned to an employee with permission on company letterhead. Delivery permits can only be used on commercial delivery vehicles.

Caregivers can get a permit with a medical affidavit of need.

Carpools/vanpools serving San Francisco General Hospital can get permits to park in designated areas.

Vanpools (7-15 people) can get a permit to park for an unlimited time at any meter with limit of one hour or more, and in limited parking zones, except where the curb is marked for towaway in peak hours.

Teachers. The Parking and Traffic division determines a number of permits for each school to be used by teachers. In practice, the number is generally ten. The fee is \$60. Teachers need a copy of teacher's license or credential. Each permit reassignment is \$60, but up to four vehicle license numbers may appear on each permit so ten permits could conceivably be shared among 40 teachers for use on different days.

Contractors may apply for permits directly, not through a resident who holds a permit. The cost is \$500 per year and the permit is good city-wide.

Consulates are allowed a maximum of two permits.

Permits, type, number per household

Each address may have up to four permits, or more if an application for a waiver is approved. This issue became very controversial when it was discovered that one celebrity had 27 permits, and

that 700 households had more than four each, out of about 35,000 permit holders (among 450,000 registered vehicles in the city).

Vehicles must be registered at the address, except active duty military, to comply with federal law. In addition, company or leased cars may be permitted with a letter certifying the vehicle is for use only by the person living at the address to which the permit is assigned.

Students may get a permit for a parent's car with proof of enrollment.

Consulates may get a maximum of two permits.

Guest permits

Guest permits are sold in two week increments, at \$20 for two weeks, \$30 for four weeks, \$40 for six weeks and \$50 for eight weeks.

On-line information, application and renewal

Zone maps are on-line but are hard to read. The application is on line but must be printed out and brought in to the office.

Fees and revenues

Permits are valid for one year with rolling expiration dates by zone.

A permits costs \$60; if there is less than six months remaining in the term, it is \$30. All permits cost the same, except there are graduated fees above four permits.

Temporary permits are available for new cars or people who have just moved to a zone for \$20/week for up to 4 weeks or \$40 for four weeks (maximum).

For new/used vehicles without plates permits are \$60 for 90 days, but the permit will be converted to permanent once license plate is received.

Contractor permit is \$500/year, good in any zone.

Zone structure and formation

There are about thirty zones in the city of varying sizes, ranging from fewer than five blocks up to around 150. The zones are irregular, and have gaps in them, and most abut other zones. Zones also overlap metered parking; permit holders may not park free at the meters.

Stated purpose

The program, ...”is designed to promote the safety, health and welfare of all San Francisco residents by reducing unnecessary personal motor vehicle travel, noise and pollution, and by promoting improvements in air quality, convenience and attractiveness of urban residential living, and increased use of public mass transit.”

SYDNEY – RPZ Summary

Resident Parking Permits

Of special interest

Sydney includes car sharing vehicles in the program.

The city specifically LIMITS or DENIES permits to people in some zones in some new developments with new defined as long ago as 1996. Development consent can be given with the proviso that residents will NOT be eligible for permits.

Who may park

In addition to residents, health care providers may get permits. Businesses are eligible for up to two permits in a few areas, and one in one area. If on-site parking is available they are eligible for none, and the regulations specifically state that if the on-site space is too small for the commercial vehicle, there still will be no permit issued. The business permit may only be used on a commercial vehicle licensed to the business.

Proof of eligibility

Registration and proof of address are required, with the only exceptions to requiring the vehicle to be registered at the resident's address being an assigned company car, or a car sharing vehicle.

If there is on-site parking – resident must provide vehicle registrations of all the vehicles registered there before a permit will be issued. If there is no on-street parking but the site could reasonably be altered to provide it, no permit will be issued.

Out of state vehicle can get a three-month temporary permit but then must change their registration.

Non-resident landlords are specifically excluded from eligibility.

How many permits

The maximum is two. ALL are subject to “the MINUS rule” – that is the maximum less the “number of on-site parking spaces available or which may reasonably be provided at the household.” In restricted access zones (higher density) residents are restricted to one permit, but they may have a visitor's permit.

Boarding houses are eligible for two permits total, which are issued to the manager and it's up the manager to share them out.

Physical permit

A decal affixed to windshield with the vehicle registration number printed on the permit.

Fees

Permit 1: \$43. Permit 2: \$85. Visitor Permit: \$43

Resident permit, restricted area: \$112

Pensioners: \$11 for first permit, \$43 for second, \$11 for visitor

Replacement visitor all areas: \$117

TORONTO – RPZ Summary

Residential Permit Parking Program

Of special interest

Fees: Toronto charges the highest fees of any of the cities surveyed. Fees are based on per-month rates but permits are good for six months and residents may buy a year's worth at one time. Fees are higher for second and other multiple vehicles, and are higher if the resident has off-street parking.

If parking is available on property, resident must provide proof that other vehicles registered at address that are using that parking. Tenants/condo owners must have a letter from owner/property management stating don't have access to off-street spaces.

Waitlist: Where there are no available on-street spaced Toronto establishes a wait list, on a first-come-first served basis..

Complexity: "In Toronto... 54 unique combinations of permit parking operating hours which were developed over time, in consultation with area Councilors and community representatives in response to specific concerns e.g. long-term non-resident parking. These operation hours are clearly posted at regular intervals on each street licensed for permit parking within the area."

Eligibility

Residents must show vehicle registration. A driver's license can be used for proof of residency, as can household bills and bank statements.

Driver's license can be used for proof of residence. Also: utility bill, bank statement etc.

Guest permits are provided on a space available basis. Residents must contact the city to get one.

Parking Restrictions

Some spaces are Permit Parking Only. Others are time limited (1, 2 or 3 hours) without permit. See note on complexity, above. In some areas, parking is limited to the resident's street, but elsewhere there are parking 'areas', to provide more flexibility if a person can't park in their own block.

Fees

No on-site parking, first vehicle: \$11.00/MONTH

No on-site parking, vehicle two or more: \$28.00/MONTH

On-site parking available: \$38.00/month ("permit is for convenience")

Fees increase annually based on CPI.

VANCOUVER – RPZ Summary

Vancouver has two types: RPP – Resident Permit Parking, and RPO – Resident Parking Only

Of Special Interest

Either Vancouver’s system is uniquely complicated, or their zone maps are simply more detailed than those in other cities. The maps show parking status on each block, which changes within a single block. The cost of permits varies by zone as does the number allowed to each household.

Permit holders may only park in spaces signed for permit parking; they may not park in time-limited parking spaces open to non-permit holders.

The RPO program is “self-enforced” through a “try to get along with your neighbors and call us if you can’t” approach. Parking is restricted to all vehicles (where signed) except people who live on that block. There are no decals. People are welcome to have guests, who also don’t need decals. The RPP program uses decals and the usual parking enforcement approach.

Temporary offices are set up on a single weekend in the zones coming up for renewal to allow people to renew closer to home, otherwise residents must go to City Hall.

Resident information on-line includes a matrix showing all the zones, when and why they were formed, what the fees are, and if the number of permits is limited. There is also a link to a zone map for each zone.

The program was initiated around the Pacific National Exhibition site (similar to the Puyallup Fairgrounds) and spread from there to the rest of the city.

Who can park, how many permits

Residents are allowed unlimited permits, or only two, depending on the zone. Out of town visitors, house sitters, home care givers and contractors can all get temporary permits, but not necessarily with ease.

Out of town visitors must supply their vehicle registration number. House sitters need their vehicle registration plus the resident must show proof they’re leaving town, in the form of an itinerary and/or an airline ticket. Home health care givers need their vehicle registration and a doctor’s letter. Contractors need to show the building permit, but their temporary permits are transferable between vehicles working on the same house.

Vehicles with disabled placards can park in zones, but only for up to 3 hours.

Proof of eligibility

Residents must show valid car insurance which, since the insurance is bought through the government, also proves vehicle registration. Proof of residence can be official mail, a rental agreement, or an official address change receipt from the post office; two separate proofs are required and the second can be any business mail.

If the residence is a second home the resident must certify that the vehicle is there at least 51% of the time, and four proofs of residency must be shown every year.

A permit zone resident can get a permit for a car borrowed from a friend leaving town, but must show the friend's travel itinerary and tickets.

Students

BC students must register (and insure) the car at the address. Out of province students must get an exemption from the government insurance program allowing them not change the vehicle registration to BC.

Zones and Restrictions

Parking restrictions vary by zone and within zones, with more than one variation possible per block.

Fees and Administration

Fees vary by zone and are: \$31.70, \$46.55, and \$62.40. Permits are good for one year. If a resident moves or sells their car they must return the permit or they will not be allowed to get a permit at their new address or for their new car.

Physical Permit

The permit is a decal placed in the driver's side front window. Each has unique color and shape.

WASHINGTON, DC – RPZ Summary

Residential Permit Parking

Of special interest

Washington DC offers free guest permits, but residents must go to the police district headquarters and request them on an as needed basis. Over 4,100 blocks in the District are in RPPs.

Who may park

In addition to residents, DC issues contractors temporary permits for a “reasonable period” for vehicles clearly marked as commercial vehicles. Nurses can get a 90-day permit with a doctor’s certificate. The regulations specifically exclude “babysitters and household help” who, it is suggested, “should make other arrangements or take public transportation.” Students are eligible

Proof of eligibility

Because the Washington DC is effectively both a city and a state, parking permits are issued through the District’s Department of Motor Vehicles, which already has everyone’s vehicle registration and address on file. Students are eligible for permits with out-of-district vehicles but must meet “reciprocity vehicle registration requirements.”

On-line application

Residents may apply for and pay for permits on line by supplying their license number, VIN number and email address. If their information doesn’t verify automatically they must go into the office to work it out (for example students with out-of-district vehicles). There is an address search function on-line that lets residents find out if they’re in the RPZ.

Fraud prevention

Permits have the vehicle license plate number on them.

Parking restrictions

Non-permitted vehicles may park for 2-hours once per day in each zone. Drivers may not move their cars to another space in the same zone. Zones are enforced on weekdays, generally from 7 AM to 8:30 PM but some are in force later.

Modifying zones

Zones may be enlarged by a petition signed by 51%+ of residents in the new boundaries. Enlargements may be done on a block-by-block basis but only if the proposed block is adjacent to existing eligible streets.

Fees and valid period

A permit cost \$15 a year and residents may choose to buy a one year or two year permit.